Express Toll Lanes and Their Proposed Use Within the I-270/US 15 Corridor

Open Houses

Montgomery County

Location:

Dr. Martin Luther King, Jr. Middle School
13737 Wisteria Drive
Germantown, MD 20874

Times:

5:00 PM to 8:00 PM

Date:

Tuesday, June 29, 2004

Frederick County

Location:

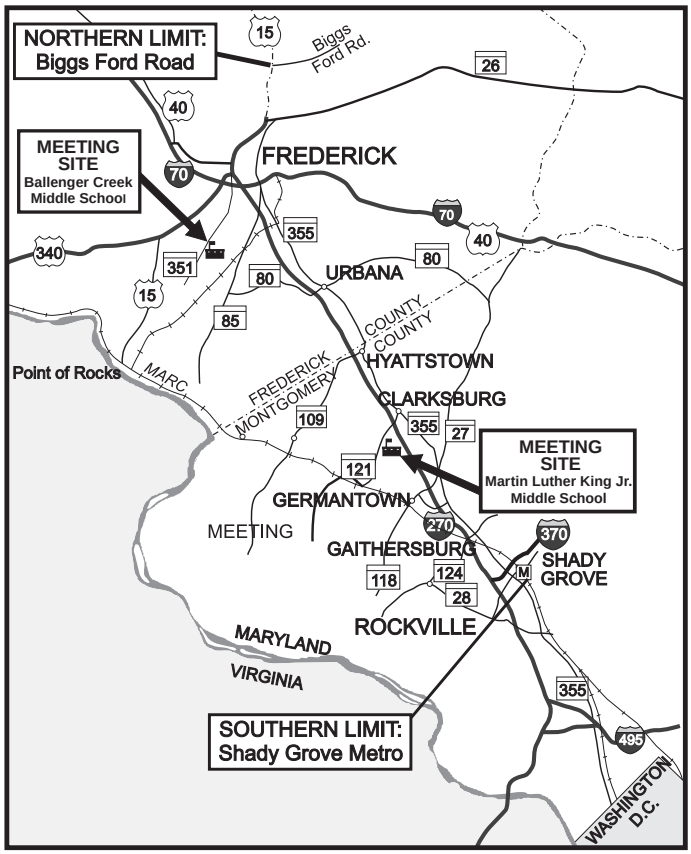
Ballenger Creek Middle School
5525 Ballenger Creek Pike
Frederick, MD 21703

Times:

5:00 PM to 8:00 PM

Date:

Wednesday, June 30, 2004



SHA State Highway Administration — Maryland Department of Transportation

U.S Department of Transportation
FEDERAL HIGHWAY ADMINISTRATION

US Department of Transportation
Federal Transit Administration

MTA Maryland

Express Toll Lanes and Their Proposed Use Within the I-270/US 15 Corridor

Project Planning Team

If you have questions about this project, please feel free to contact one of the persons listed below or access the project website at www.marylandroads.com.

Mr. Michael Perrotta, Project Manager
Maryland State Highway Administration
Project Planning Division
707 North Calvert Street
Mail Stop C-301
Baltimore, MD 21202
(410) 545-8514/ 1-800-548-5026
MPerrotta@sha.state.md.us

Mr. Raja Veeramachaneni, Director
Maryland State Highway Administration
Office of Planning and
Preliminary Engineering
707 North Calvert Street
Mail Stop C-411
Baltimore, MD 21202
(410) 545-0412/ 1-800-548-5026
RVeeramachaneni@sha.state.md.us

Mr. Charles K. Watkins, District Engineer
Maryland State Highway Administration
District #3
9300 Kenilworth Avenue
Greenbelt, MD 20770
(301) 513-7300/ (800) 749-0737
CWatkins@sha.state.md.us

Mr. Robert L. Fisher, District Engineer
Maryland State Highway Administration
District #7
5111 Buckeystown Pike
Frederick, MD 21704
(301) 624-8100/ (800) 635-5111
BFisher@sha.state.md.us

Mr. Lorenzo Bryant, Project Manager
Maryland Transit Administration
Office of Planning and Programming
Project Development Division
6 Saint Paul Street
Baltimore, MD 21202
(410) 767-3754
lbryant@mtamaryland.com

Mr. Simon Taylor, Director
Maryland Transit Administration
Office of Planning and Programming
6 Saint Paul Street
Baltimore, MD 21202
(410) 454-7251
STaylor@mtamaryland.com

Ms. Gail McFadden-Roberts
Community Planner
Federal Transit Administration
Region 3
1760 Market Street, Suite 500
Philadelphia, PA 19103
(215) 656-7070
Gail.mcfadden-roberts@fta.dot.gov

Mr. Dan Johnson, Environmental Specialist
Federal Highway Administration
The Rotunda – Suite 220
711 West 40th Street
Baltimore, MD 21202
(410) 962-4342
DanW.johnson@fhwa.dot.gov

INTRODUCTION

The I-270/US 15 Multi-Modal Corridor Study is a project jointly sponsored by the State Highway Administration (SHA) and the Maryland Transit Administration (MTA). The Project Team, which consists of a multi-jurisdictional team of Federal, State and local governmental agencies, has carefully reviewed transportation issues within the project area. It has defined the need for an improvement project, and is currently evaluating several transportation strategies, alternates and options (including Express Toll Lanes) to help address current and projected congestion and improve safety conditions along the I-270/US 15 Corridor. Please refer to Figures 1 and 2, which depict the general location and surrounding elements of the alternates and options being considered. Extending from Shady Grove Road to the US 15/Biggs Ford Road intersection, this "Technology Corridor" provides a critical link between the Washington, D.C. metropolitan area and both central and western Maryland, and is an essential Corridor for carrying local and long distance trips, both within and beyond the Corridor.

PURPOSE OF THE STUDY

In response to existing and projected growth within the Corridor, the purpose of the I-270/ US 15 Multi-Modal Corridor Study is to investigate options that address congestion, increase mobility and improve safety conditions along the I-270/US 15 Corridor. If nothing is done, transportation congestion, traffic operations, and safety conditions will worsen, with many roadways and intersections being forced to handle more volume than the current capacity allows, thus substantially increasing travel times.

PURPOSE OF THE OPEN HOUSE

The purpose of the Open House is to introduce the Express Toll Lane concept and to describe how it could be applied to the I-270 Corridor. Also, the results of the engineering and environmental studies completed for the I-270/US 15 Multi-Modal Corridor Study since the June 2002 Public Hearings, will be shown to provide an opportunity for interested persons to offer verbal or written comments for consideration. Boards and other exhibits will be on display beginning at 5 PM.

PUBLIC COMMENTS

The public is encouraged to participate in the Open House. A postage-paid return mailer is included with this brochure to submit your written comments. Additional copies of these mailers will also be available during the Open House at the receptionist's desk.

PROGRAM STATUS

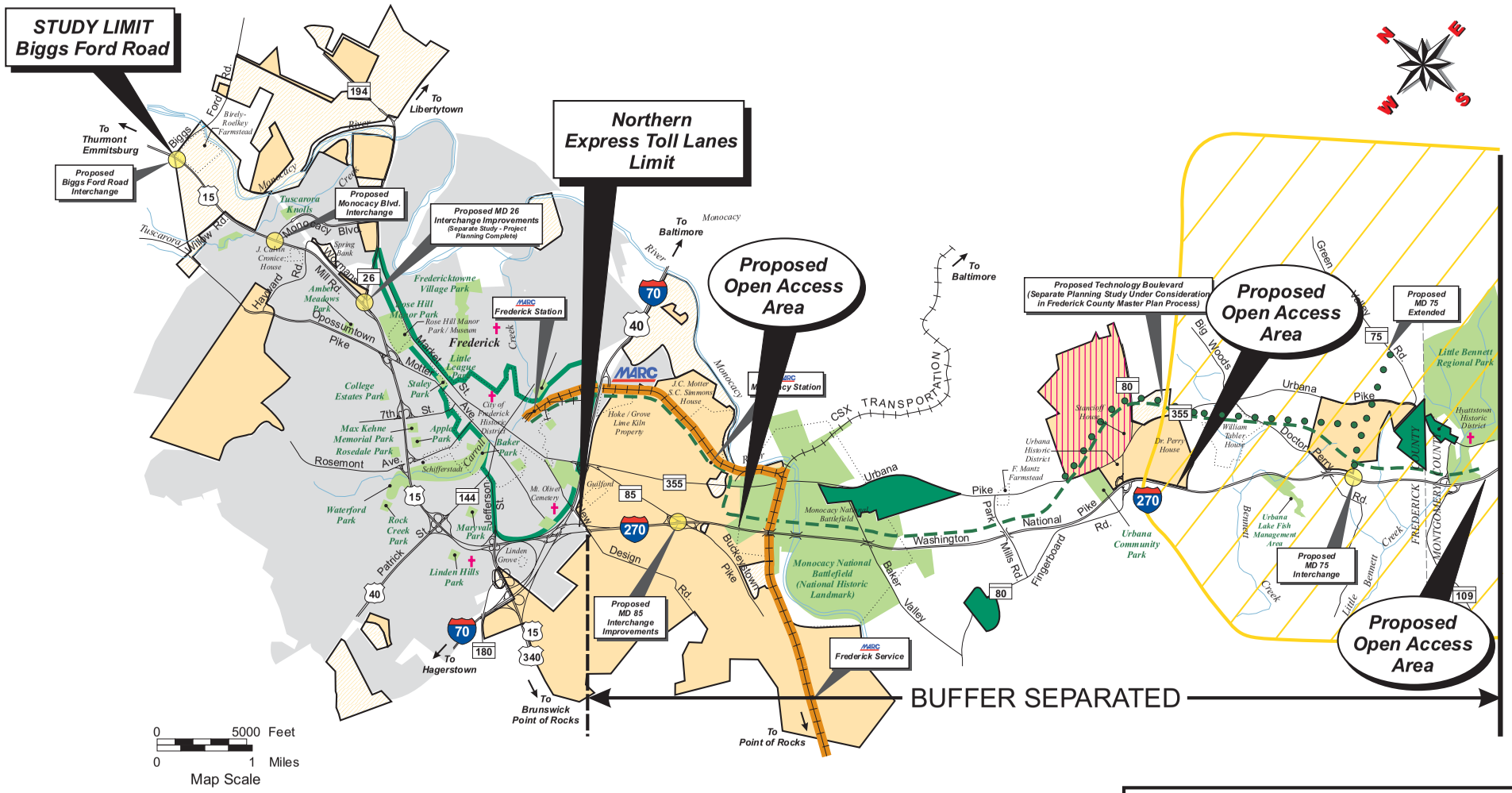
This project is included in the Interstate Development and Evaluation portion of MDOT's FY 2004-2009 Consolidated Transportation Program (CTP) and is currently funded only for the planning phase. Following approval of the project's location and design, if a "build" alternate is selected, the project may become eligible for inclusion in future programs for final design, right-of-way acquisition and construction.

PUBLIC INVOLVEMENT

A key component throughout the development of the I-270/US 15 Multi-Modal Corridor Study has been our public involvement program. This involvement has been through various Public Workshops and Hearings, newsletters, news articles, briefings, presentations and discussions with community organizations and business organizations, and an active Focus Group. Below is a list of past key public involvement efforts relating to this study.

June 1994: Initiated Major Investment Study (MIS)/National Environmental Policy Act (NEPA) Study, jointly sponsored by the SHA and the MTA.

May 1995: Public Initiation Meeting to familiarize the public with the Project Development Process



LEGEND

- MARC
- Red Line
- Proposed New Interchange
- Parkland
- Streams & Rivers
- Sole Source Aquifer
- Cemetery
- Historic Boundary
- New Roadway Alignments (Technology Boulevard / MD 75 Extended)
- Corridor Cities Transitway - Shady Grove to COMSAT (Alternates 3 A/B, 4 A/B, 5 A/B)
- Master Plan Transitway - Not Included in I-270 Study (Right-of-Way Preservation)

Priority Funding Areas

Pre-defined Areas
- Designated Neighborhood
- Municipality

Proposed Land Use
- Major Future Development

County Certified Areas
- Compliance Area / Eligible for Funding
- Area Not Meeting Criteria
- Rural Village / Community with Water Only

I-270 / US 15 MULTI-MODAL CORRIDOR STUDY

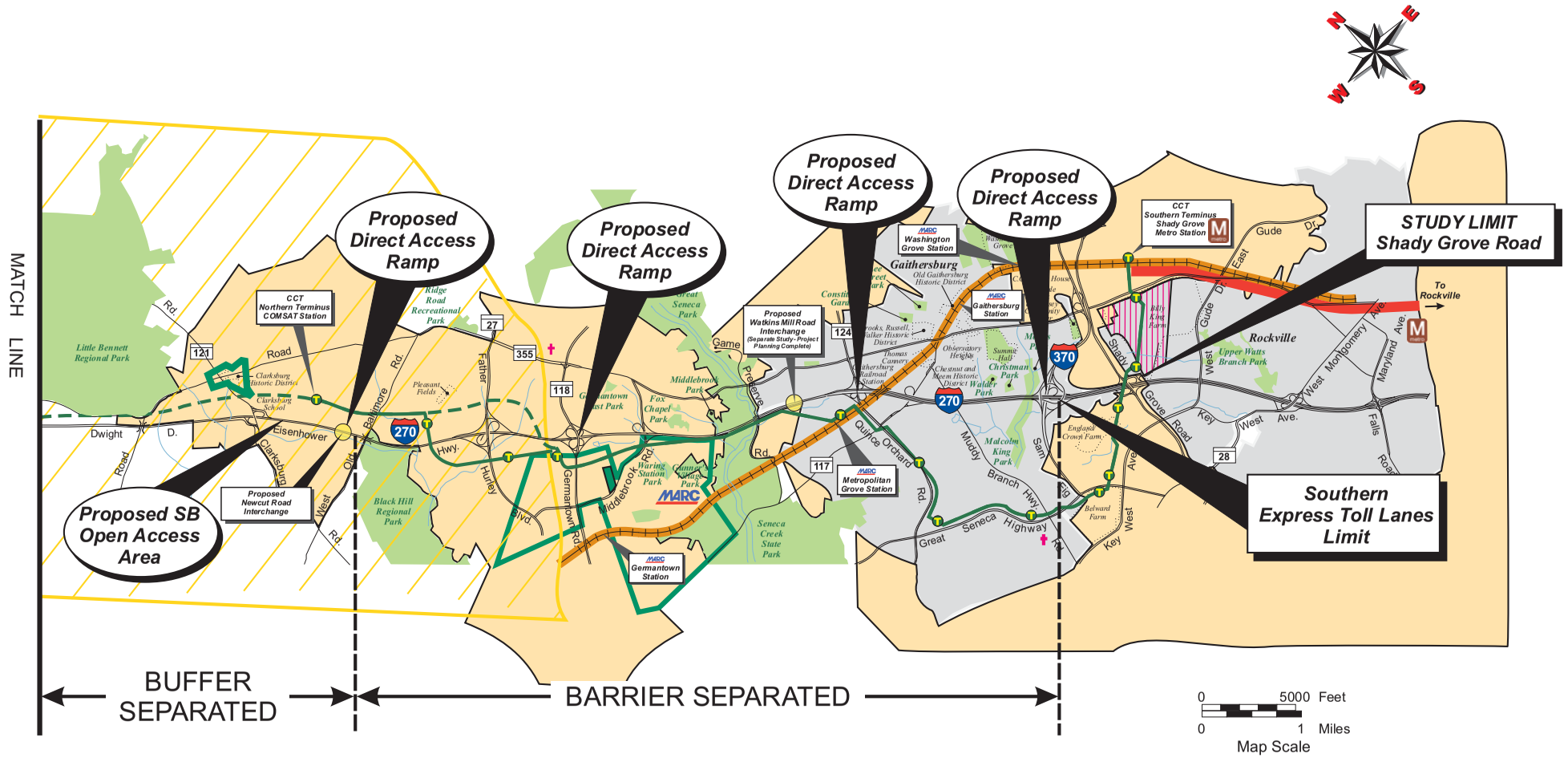
FROM SHADY GROVE METRO STATION
TO BIGGS FORD ROAD

I-270 EXPRESS TOLL LANES CONCEPT
JUNE 2004 - OPEN HOUSE
FREDERICK COUNTY

SHA State Highway Administration | MTA Maryland

DATE
JUNE 2004

FIGURE
1



LEGEND

- Red Line
- MARC
- Proposed New Interchange
- Parkland
- Streams & Rivers
- Sole Source Aquifer
- Cemetery
- Historic Boundary
- New Roadway Alignments (Technology Boulevard / MD 75 Extended)
- Corridor Cities Transitway - Shady Grove to COMSAT (Alternates 3 A/B, 4 A/B, 5 A/B)
- Master Plan Transitway - Not Included in I-270 Study (Right-of-Way Preservation)

Priority Funding Areas

Pre-defined Areas
- Designated Neighborhood
- Municipality

Proposed Land Use
- Major Future Development

County Certified Areas
- Compliance Area / Eligible for Funding
- Area Not Meeting Criteria
- Rural Village / Community with Water Only

I-270 / US 15 MULTI-MODAL CORRIDOR STUDY

FROM SHADY GROVE METRO STATION TO BIGGS FORD ROAD

I-270 EXPRESS TOLL LANES CONCEPT JUNE 2004 - OPEN HOUSE MONTGOMERY COUNTY

SHA State Highway Administration | MTA Maryland

DATE JUNE 2004

FIGURE 2

and the project goals, as well as to present information regarding the environment, regional growth, travel forecasting, land use, and transportation strategies such as High Occupancy Vehicle (HOV) lanes, general-purpose lanes, and transit.

December 1995/January 1996: Alternates Public Workshop to share the progress of the study with the public and receive comments on the initial results of the transportation strategies analyses. The conclusion from this phase of the study was that no single strategy alone would satisfy the Corridor's transportation needs.

March 1997: Alternates Workshop/Public Hearing to share the study progress with the public and gain feedback on the transportation strategies analyses, including the investigation of additional strategies (such as extended Collector-Distributor (C-D) lanes, premium bus service, and proposed new interchanges).

Fall 1998: Concluded the first stage or MIS portion of the study where concepts/strategies were initially evaluated and recommended alternates for detailed study.

February 2001: Public Informational Meetings to share the study progress with the public.

June 2002: Public Hearings to share the study progress with the public and to provide an opportunity for interested persons to offer verbal or written comments for consideration as part of the project record.

FOCUS GROUP

A Focus Group, comprised of local residents, community leaders, and business owners has met periodically with the Project Team to assist in the development of the proposed transit and highway improvements along the I-270/US 15 Corridor. This included interchanges and nearby intersections, as well as local traffic circulation, access and aesthetic concerns. Comments and suggestions received from the Focus Group have been incorporated into the alternates, where possible.

PROJECT NEED

The 1998 existing daily traffic volumes along the I-270/US 15 Corridor vary greatly depending upon location, with traffic volumes generally increasing as one approaches Washington, D.C. In addition, peak hour Levels of Service (LOS) show many sections within the Corridor failing. Level of Service is a measure of traffic operations during a peak travel hour, and is designated using a grading system. LOS "A" indicates free flowing traffic, while "F" indicates failure, characterized by severe congestion and delays. Generally, LOS "E" is regarded as the lowest acceptable operating condition. In the I-270/US 15 Corridor, the morning peak period is from 6:00 AM to 9:00 AM, and the peak hour traffic volumes occur during this timeframe. However, due to congestion, volumes similar to those experienced during the peak hour last for several more hours at some locations along I-270.

Traffic conditions are projected for the year 2025, the design year, using the regionally adopted (Metropolitan Washington Council of Governments) travel demand model which is based on the land use and roadway network from local master plans. Substantial population and employment growth within the Corridor is expected through the year 2025. This growth will create travel demand exceeding the Corridor's capacity, resulting in increased congestion, travel times and accidents. Residential and commercial growth are anticipated and planned in activity centers such as Frederick, Urbana, Clarksburg, Germantown and Gaithersburg. **Table 1** highlights existing 1998 and forecasted 2025 No-Build traffic volumes, LOS and percent of growth along some segments of I-270 and US 15.

Most of the mainline segments of the I-270/US 15 Corridor today experience recurring congestion during the peak commuting periods. Based on the projected volumes, congestion is expected to worsen, causing greater delays and unsafe travel conditions. Even with all the planned improvements to the I-270/US 15 Corridor, which would provide increased capacity for more vehicles in the

Corridor; overall congestion is expected to worsen. In addition, the peak periods would continue to lengthen in duration.

Highway improvements alone will not be able to address future demand for travel in the Corridor. Therefore, alternative transportation solutions, in addition to highway improvements, are needed. Public transit is one alternative that provides effective mobility solutions for those who might otherwise use the automobile as well as for those who do not drive a car. The majority of trips will continue to be made by automobile, but with the continued development and congestion in the Corridor, improved transit service provides another option for travel. Reliable, quality transit service would provide commuters with travel time savings compared to driving to their destinations. The projected transit demand demonstrates a need to study expanded transit service in the I-270/US 15 Corridor.

Safety

Highway traffic accident analyses have been performed for I-270/US 15 (1996 to 1999 data) and MD 355 (1998 to 2000 data) within the project area. The accident rate and statewide average are based on 100 million vehicle miles (mvm) of travel. The average accident rate along sections of I-270 within the study limits was lower than, or consistent with, the statewide average rate for similarly designed highways. However, the average accident rate of 81.5 accidents/100 mvm on US 15 between I-70 and MD 26 was almost twice as high as the statewide average rate of 44.3 accidents/100 mvm for similarly designed highways. There were higher concentrations of accidents in several interchange areas along the Corridor, primarily due to the conflict of vehicles entering and exiting the highway.

Several sections along MD 355 within the project limits experienced greater than average accident frequency. High accident locations occurred mainly in urbanized areas, most likely due to the many traffic signals and commercial driveways in these areas.

As the traffic volumes and congestion along I-270/US 15 increase, motorists seek other travel routes. This will result in increased use of the local roadway system, making conditions on the local roadway network more congested and potentially unsafe. The higher than statewide average accident experience along MD 355, combined with the lack of access, areas of urbanization, and areas with poor geometric characteristics, reinforces the need to discourage motorists from over-using this alternate route. Based on the assumption that as traffic volumes rise, accident numbers rise proportionately (due to congestion-related accidents), increased congestion may continue to worsen the already high accident rate along US 15 and may result in an increased accident rate along I-270.

THINKING BEYOND THE PAVEMENT/CONTEXT SENSITIVE DESIGN

As part of this project, public comments and ideas regarding proposed improvements have been considered. Coordination will continue with the Montgomery County and Frederick County Departments of Public Works and Transportation, the Maryland – National Capital Park and Planning Commission (M-NCPPC), the Cities of Gaithersburg, Rockville, and Frederick, and the project Focus Group. This helps to ensure that "Thinking Beyond the Pavement," or Context Sensitive Design concepts that preserve and enhance the community's character while improving transportation in the project area, are incorporated wherever possible.

"Thinking Beyond the Pavement" addresses such issues as:

- Pedestrian circulation and safety
- Local traffic circulation to and from the neighborhoods and businesses
- Control of vehicular speed
- Maintenance of traffic during construction
- Access to transit
- Right-of-way impacts
- Problems of traffic diversions through residential neighborhoods

- Effects on police, fire, and emergency rescue response time
- Pedestrian/Bicyclist access along the CCT
- Aesthetics/Landscape/Streetscape Opportunities
- Other specific community issues

Your comments will help assure that the transportation alternates are being developed to improve access in relation to the local character and the aesthetic desires of the community. We encourage you to comment on "Thinking Beyond the Pavement" issues using the comment card at the back of this brochure.

ALTERNATES PRESENTED AT THE JUNE 2002 PUBLIC HEARING

Following the December 1995/January 1996 Alternates Workshops, it was concluded that no single transportation strategy alone would solve the transportation needs in the Corridor. Therefore, several of the transportation strategies were packaged together into Alternates retained and discussed with the Project Team and the public. Five alternates comprise the outcome of these discussions, including:

- Alternate 1: No-Build Alternate
- Alternate 2: Transportation System Management/Transportation Demand Management (TSM/TDM) Alternate
- Alternate 3A: Master Plan HOV/LRT Alternate
  Alternate 3B: Master Plan HOV/BRT Alternate
- Alternate 4A: Master Plan General-Purpose/LRT Alternate
  Alternate 4B: Master Plan General-Purpose/BRT Alternate
- Alternate 5A: Enhanced Master Plan HOV/General-Purpose/LRT Alternate
  Alternate 5B: Enhanced Master Plan HOV/General-Purpose/BRT Alternate
  Alternate 5C: Enhanced Master Plan HOV/General-Purpose/Premium Bus Alternate

In addition, this study team is coordinating with other teams regarding ongoing projects along I-270 and US 15, including the proposed US 15/MD 26 interchange improvements and the proposed interchange at I-270/Watkins Mill Road Extended. For more information on these alternates, please refer to the Draft Environmental Impact Statement (DEIS).

TRAVEL DEMAND

Traffic Projections

The build alternates shown in the DEIS are forecasted in 2025 to accommodate up to 13% more traffic than the No-Build Alternate in the southern end of the Corridor, up to 26% more near the border between Montgomery and Frederick Counties, and up to 12% more at the northern terminus of the project area. If any of these build alternates are constructed, it is projected that they would relieve some of the anticipated I-270/US 15 congestion projected for the No-Build Alternate. Furthermore they would help to relieve some congestion on parallel roads, such as MD 355. **Table 2** presents the 2025 ADT volumes and southbound AM/northbound PM peak hour levels of service along mainline I-270/US 15.

Projected Peak Hour Conditions

In the City of Frederick, traffic analyses have shown that the proposed three through lanes plus one auxiliary lane (currently two through lanes in each direction) would operate at an acceptable level of service in most areas along US 15. However, there is one area along US 15 (between US 40/MD 144 and Jefferson Street) where the LOS is anticipated to be at a failing level (LOS F).

Along I-270 in Frederick County, projected 2025 build traffic conditions would generally operate at an acceptable LOS, except along northbound I-270 from MD 80 to MD 85.

Along I-270 in Montgomery County, projected 2025 build traffic congestion substantially increases, resulting in poor LOS conditions. Between the County Line and MD 118, traffic

would operate at LOS D/E conditions southbound and LOS E/F conditions northbound. From the MD 118 interchange to south of the I-370 interchange, peak hour traffic volumes result in LOS E/F conditions along the mainline and C-D lanes in both peak directions, even with the inclusion of additional auxiliary lanes along the C-D lanes.

The overall traffic analyses show that I-270 and US 15 will continue to be congested (even with the proposed build alternates) to 2025 and beyond due to the existing and projected growth along the Corridor, as shown in **Table 2**. However, the build alternates do provide congestion relief in that projected traffic operations would be worse with the No-Build conditions. For instance, reviewing the difference in mainline segment miles that operate under LOS F conditions between the build alternatives and No-Build conditions illustrates this congestion relief.

Alternates 3A/B would provide an eleven mile total reduction in the mainline segments operating at LOS F (seven miles reduction northbound, four miles reduction southbound). Alternates 4A/B would provide a 23 mile total reduction in the mainline segments operating at LOS F (eleven miles reduction northbound, twelve miles reduction southbound). Alternates 5A/B/C would provide an 18 mile total reduction in the mainline segments operating at LOS F (seven miles reduction northbound, eleven miles reduction southbound).

Transit Mode and Ridership

The proposed Corridor Cities Transitway (CCT) alignment follows the Montgomery County Master Plan alignment and includes transit oriented development (King Farm, Washingtonian, DANAC, Decoverly, Quince Orchard Park, Parklands, etc.) clustered around the proposed CCT stations. These transit oriented development sites, coupled with the proposed stations and feeder bus network, will further enhance local transit trips. Due to its localized alignment and geometry, it is forecasted that CCT trips will be made by intra-corridor trips. Longer trips (i.e. Frederick County to Montgomery County/Washington, DC) would be better served by the proposed highway improvements (managed lanes and direct access ramps).

Mode characteristics, ridership, and cost information, as well as public input, will be used in order to make a mode recommendation for the CCT once an alternate is selected. Some of the factors that will be considered for the transitway mode recommendation will attempt to address basic operational, technical and system characteristics in categories of consistency/ compatibility, flexibility, staging potential, marketing, patronage, costs and other measures of effectiveness, where applicable. A comparison of the AM peak period and the daily boardings on the modes under consideration in these areas are shown in the DEIS. Please note that these numbers will continue to undergo further refinement as the study progresses.

CAPITAL COST ESTIMATES

Preliminary cost assessments prepared for the alternates under consideration shown at the June 2002 Public Hearing are shown in **Table 3**. The updated Major Quantities highway cost estimate completed for Alternate 5C since the June 2002 Public Hearing is presented in **Table 4**. These costs include design, right-of-way and construction costs.

MINIMIZATION STUDIES COMPLETED SINCE THE JUNE 2002 PUBLIC HEARING

Due to the potential for significant residential impacts/displacements concentrated in an area along the I-270 Corridor, the project team has identified the following minimization effort:

- Retaining Walls to be provided to reduce slope limits along I-270 Northbound, South of Middlebrook Road along Staleybridge Road (included in Alternates 3A/B, 4A/B, 5A/B/C)

Incorporating uniform slope limits beyond the

outside shoulder along I-270 northbound, south of Middlebrook Road is considered a non-preferred element as these slope limits would result in the displacement of a substantial number of single-family residences. In lieu of slope limits in this area, a retaining wall would be provided along I-270 northbound, south of Middlebrook Road in order to avoid displacements to residences located along Staleybridge Road. Retaining walls and minimization elements (reduced shoulder widths) in this area would reduce the number of residential displacements from a maximum of 35 residences (total without retaining walls as presented in the DEIS and at the June 2002 Public Hearing) to zero residences. The potential right-of-way requirements in the community would also decrease by approximately 6.8 acres as a result of the minimization elements.

ELEMENTS THAT HAVE BEEN ADDED SINCE THE JUNE 2002 PUBLIC HEARING

I-270 Express Toll Lane (ETL) Option

The concept for ETL's is being considered as a part of the I-270/US 15 Multi-Modal Corridor Study. The I-270 ETL concept consists of adding two express toll lanes per direction from I-370 (southern limit) to approximately I-70 (northern limit), a distance of approximately 23 miles. The ETL concept will not add lanes to the proposed typical sections presented for the draft EIS alternates and the ETL concept will not convert existing general-purpose lanes to toll lanes. The ETL lanes will be created by utilizing the proposed general-purpose and/or the proposed HOV lane(s) from I-370 to I-70. The ETL concept will also utilize electronic toll collection technologies, such as EZ Pass, to collect the fare from users without toll booth facilities.

Typical Sections for the I-270 Express Toll Lane Option

The ETL concept can be segmented into two operating segments based on typical section and accessibility. From I-70 to Newcut Road (proposed) the ETLs would be buffer separated from the general-purpose lanes with areas designated for open access. Examples of buffer separation include striping, pylons, and various types of curbing. From Newcut Road (proposed) to I-370 the ETLs would be barrier separated from the general-purpose lanes with access at direct ramp locations. No collector- distributor roadways presented in the DEIS would be included in the ETL concept. Preliminary typical section widths are contained within the typical sections presented in the DEIS. Please refer to **Figure 3** for a graphic comparison of the typical sections.

Access Points for the I-270 Express Toll Lane Option

Access to the ETL lanes will vary, depending upon the operating segment. In buffer separated areas, ETL entry/exit would be located at designated open access areas. The open access area length would be determined through traffic operations analysis. In barrier separated areas, access would be provided with direct access ramps. The ETL concept includes four direct access ramp locations within the nine-mile barrier separated segment. Direct access ramps will be located at the following interchanges: Newcut Road (proposed), MD 118, MD124 or MD 117, and I-370.

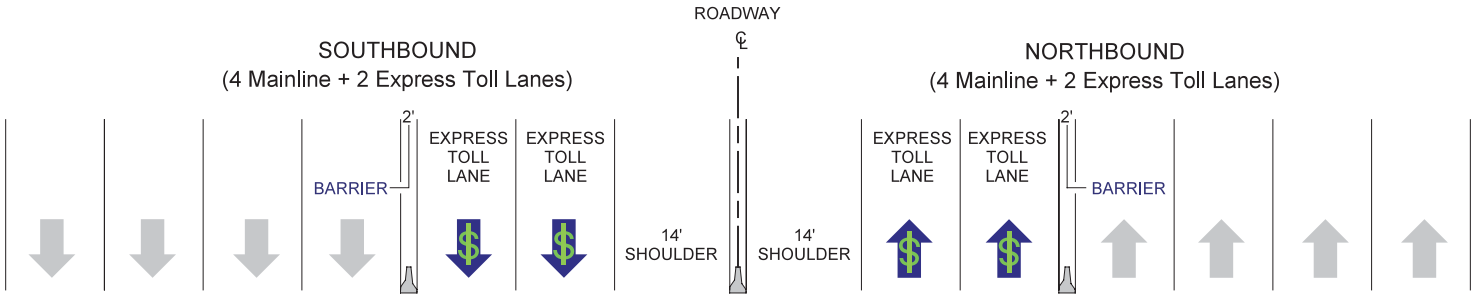
The Newcut Road interchange (proposed) direct access ramps would allow for direct access to/from northbound and southbound direction ETLs for the Clarksburg development area. Similar to the proposed Newcut Road interchange direct access ramps, the MD 118 interchange direct access ramps would allow for direct access to/from northbound and southbound direction ETLs. Direct access ramps to the express toll roadway are under consideration at two interchanges in the Gaithersburg area: MD 124 or MD 117. The direct access ramps would be oriented to/from south I-270. The I-370 interchange direct access ramps would allow for direct access to/from north I-270 and to/from east I-370. The direct access points are similar to locations presented for DEIS Alternate 5C with Express Buses. In addition, access would be gained at the southern terminus to/from mainline I-270 near I-370.

I-270 EXPRESS TOLL LANE OPTION versus DRAFT EIS ALTERNATE 5

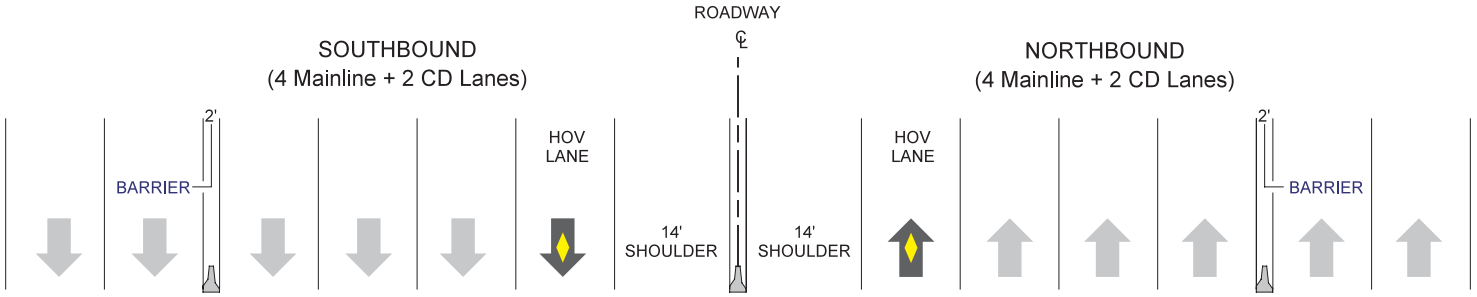
WORK IN PROGRESS (JUNE 2004)

BARRIER SEPARATED

I-270 South of Father Hurley Boulevard



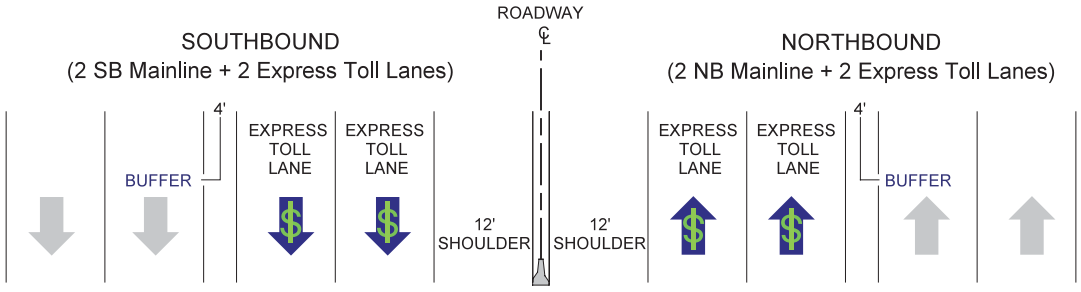
Express Toll Lane Option



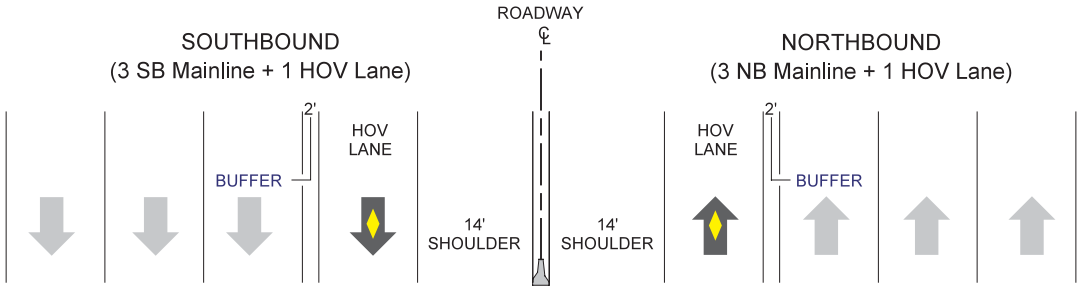
Draft EIS - Alternate 5

BUFFER SEPARATED

I-270 North of Father Hurley Boulevard



Express Toll Lane Option



Draft EIS - Alternate 5

FIGURE 3

Preliminary Traffic Operations for the I-270 Express Toll Lane Option

The ETL traffic assignment shows LOS C/D border for operations. When compared to DEIS Alternate 5 I-270 mainline LOS, the ETL concept for I-270 mainline LOS is similar.

Southern Terminus of ETL at I-370 – Two Geometric Scenarios Possible:

1) End the southbound through toll lane north of I-370 by adding it to the mainline, continue as a transition lane for approximately one mile before HOV enforcement conditions begins.

2) End the southbound through toll lane south of I-370 by transitioning (for approximately one mile) from ETL usage to HOV enforcement conditions.

The project team will continue to refine the geometric and operational analyses of the southern terminus.

ENVIRONMENTAL SUMMARY

A detailed analysis of the build alternates was conducted to determine the potential for impacts to socio-economic and natural environmental resources. A comparison and summary of these impacts as presented in the DEIS, and at the June 2002 Public Hearing, is provided in **Table 5**.

ADDITIONAL TRANSPORTATION PROJECTS/SERVICES

Additional information on State Highway Administration and Maryland Transit Administration projects and services can be found on the following websites:

- **State Highway Administration:**
  www.marylandroads.com
- **Maryland Transit Administration:**
  www.mtamaryland.com

PROJECT PLANNING PROCESS

Several steps remain in this project planning study, including evaluating and addressing public and agency comments on these additional studies and minimization options. Once these tasks are completed, SHA and MTA will recommend and select a preferred alternate. A Final Environmental Impact Statement addressing the preferred alternate will be completed and distributed. Location Approval will then be obtained from the FHWA and Federal Transit Administration (FTA), and Design Approval will be obtained from the SHA and MTA Administrators for the selected alternate. These steps are shown in **Figure 4**. Once Location and Design Approvals are obtained, this project may become a candidate for future phases, including final design, right-of-way acquisition, and construction.

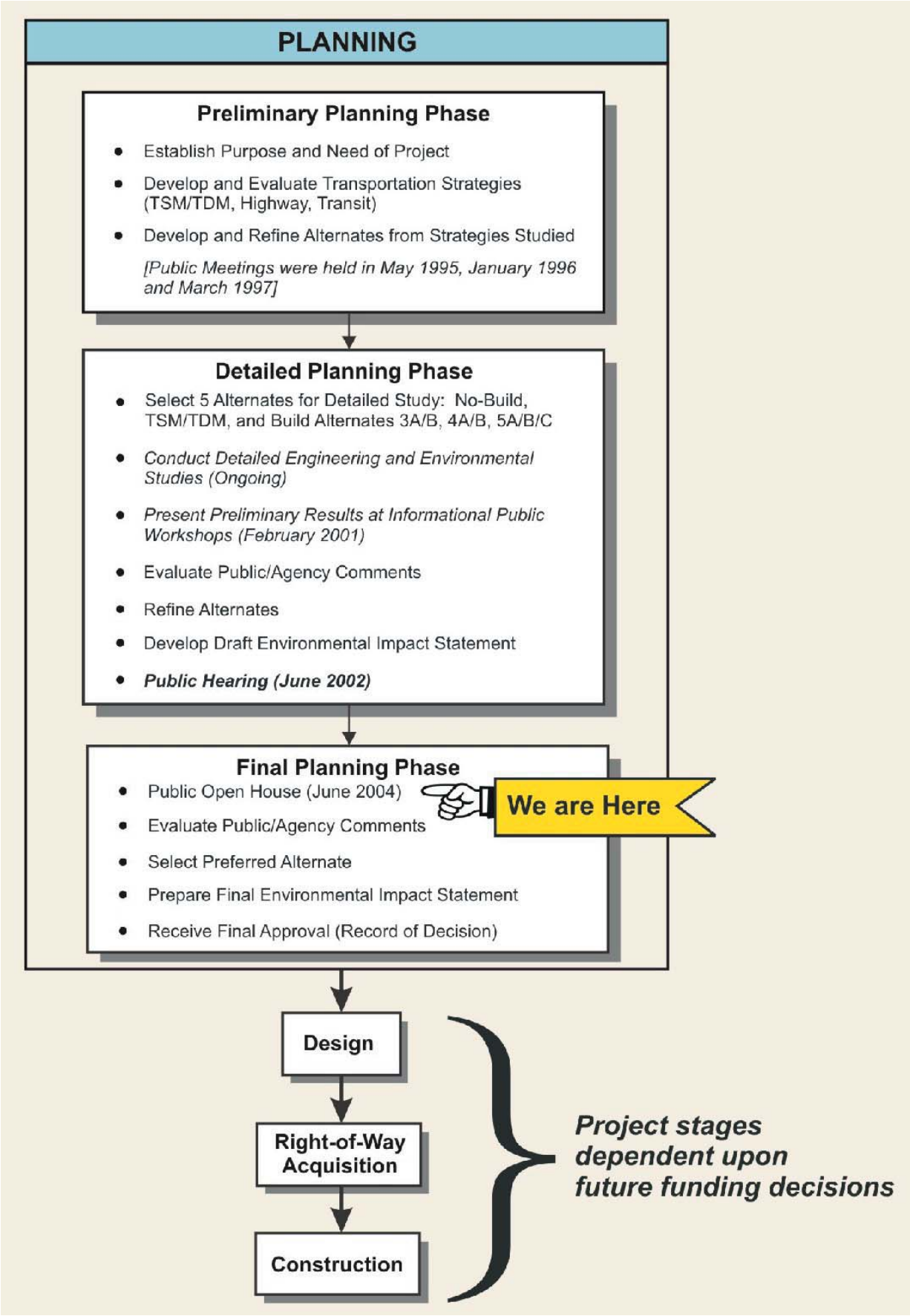
NON-DISCRIMINATION IN FEDERALLY ASSISTED AND STATE-AID PROGRAMS

Should you have any questions concerning non-discrimination in federally assisted and State-Aid programs, please contact:

State Highway Administration
Mr. Walter Owens, Jr., Director
Office of Equal Opportunity
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202
Phone: 410-545-0315
Email: wowens@sha.state.md.us

Maryland Transit Administration
Mr. Arnold Jolivet, Manager
MBE/EEO
Maryland Transit Administration
6 Saint Paul Street
Baltimore, Maryland 21202
Phone: (410) 767-8362
Email: Ajolivet@mtamaryland.com

FIGURE 4
PROJECT DEVELOPMENT PROCESS



RIGHT-OF-WAY AND RELOCATION ASSISTANCE

The proposed project may require additional right-of-way. For information regarding right-of-way and relocation assistance, please contact:

SHA - Montgomery County
Mr. Douglas Mills
District #3 Office of Real Estate
State Highway Administration
9300 Kenilworth Avenue
Greenbelt, Maryland 20770
Phone: 301-513-7455
Toll Free: 800-749-0737
Email: dmills@sha.state.md.us

SHA - Frederick County
Mr. Patrick Minnick
District #7 Office of Real Estate
State Highway Administration
5111 Buckeystown Road
Frederick, Maryland 21704
Phone: (301) 624-8156
Toll Free: (800) 635-5119
Email: pminnick@sha.state.md.us

MTA - Montgomery & Frederick Counties
Mr. George Fabula
Office of Real Estate
Maryland Transit Administration
6 Saint Paul Street
Baltimore, Maryland 21202
Phone: (410) 767-3695
Email: GFabula@mtamaryland.com

MEDIA USED FOR MEETING NOTIFICATION

Advertisements for this meeting appeared in the following:

- **The Washington Post**
- **The Montgomery Journal**
- **The Afro-American (D.C.)**
- **The Frederick News Post**
- **Gazette (F, G, and R Zones)**

A news release was distributed to local newspapers, and public service announcements of this Open House were furnished to radio stations serving the project area.

TABLE 1
1998 EXISTING AND PROJECTED 2025 NO-BUILD AVERAGE DAILY TRAFFIC (ADT) VOLUMES AND MAINLINE SOUTHBOUND AM / NORTHBOUND PM PEAK HOUR LOS

Location	1998 Existing ADT Volumes (LOS)		2025 No-Build ADT Volumes (LOS)		Percent Growth in ADT
I-270: I-370 and MD 117	163,500	(E/D)	238,300	(F/F)	46%
I-270: MD 124 and Middlebrook Road	119,600	(E/E)	213,500	(F/F)	79%
I-270: MD 118 and Father Hurley Boulevard	83,100	(D/E)	130,200	(F/F)	57%
I-270: MD 109 and MD 80	68,350	(E/E)	102,800	(F/F)	50%
I-270: MD 80 and MD 85	71,250	(E/E)	125,600	(F/F)	76%
US 15: Opossumtown Pike and MD 26	68,700	(D/E)	80,400	(E/E)	17%
US 15: MD 26 and Biggs Ford Road	36,600	(C/C)	83,500	(F/F)	128%

TABLE 2
2025 NO-BUILD AND 2025 BUILD AVERAGE DAILY TRAFFIC (ADT) VOLUMES AND MAINLINE SOUTHBOUND AM / NORTHBOUND PM PEAK HOUR LOS

Location	2025 No-Build ADT Volumes (LOS)	2025 Alts. 3A/B ADT Volumes (LOS)	2025 Alts. 4A/B ADT Volumes (LOS)	2025 Alts. 5A/B/C ADT Volumes (LOS)
I-270: I-370 and MD 117	238,300 (F/F)	264,100 (F/F)	264,100 (F/F)	266,400 (F/F)
I-270: MD 124 and Middlebrook Road	213,500 (F/F)	237,700 (F/F)	237,700 (F/F)	241,100 (F/F)
I-270: MD 118 and Father Hurley Boulevard	130,200 (F/F)	160,900 (E/E)	160,900 (E/E)	164,500 (F/E)
I-270: MD 109 and MD 80	102,800 (F/F)	112,200 (F/F)	123,300 (E/E)	128,900 (E/F)
I-270: MD 80 and MD 85	125,600 (F/F)	134,200 (F/F)	150,500 (F/F)	156,700 (F/F)
US 15: Opossumtown Pike and MD 26	80,400 (E/E)	98,400 (C/C)	98,400 (C/C)	97,700 (C/C)
US 15: MD 26 and Biggs Ford Road	83,500 (F/F)	86,400 (D/D)	86,400 (D/D)	86,800 (D/D)

TABLE 3
CAPITAL COST ESTIMATES FOR PROPOSED ALTERNATES
PRESENTED AT THE JUNE 2002 PUBLIC HEARING (MILLIONS OF DOLLARS)

Cost Component	Alt. 2	Alt. 3A	Alt. 3B	Alt. 4A	Alt. 4B	Alt. 5A	Alt. 5B	Alt. 5C
Highway Capital Costs								
Project Planning	-	$9				$9		$9
Preliminary Engineering	-	$216				$255		$271
Highway Right-of-Way	-	$139				$139		$139
Construction	-	$1,441				$1,695		$1,804
Subtotal Highway	-	$1,805				$2,098		$2,223
Transit Capital Costs								
Subtotal Transit	$33	$857	$792	$857	$792	$857	$792	$296
Total Cost of Alternate	**$33**	**$2,662**	**$2,597**	**$2,662**	**$2,597**	**$2,955**	**$2,890**	**$2,519**

TABLE 4
UPDATED HIGHWAY CAPITAL COST
ESTIMATE FOR PROPOSED ALTERNATE 5C
(MILLIONS OF DOLLARS)

Cost Component	Alt. 5C
Project Planning	$17
Preliminary Engineering	$275
Highway Right-of-Way	$208
Construction	$1,830
Subtotal Highway	$2,330

TABLE 5
SUMMARY OF IMPACTS PRESENTED AT THE JUNE 2002 PUBLIC HEARING

Resources	Alternate 1 No-Build	Alternate 2 TSM/TDM	Alternate 3A (LRT)	Alternate 3B (BRT)	Alternate 4A (LRT)	Alternate 4B (BRT)	Alternate 5A (LRT)	Alternate 5B (BRT)	Alternate 5C Premium Bus
Right-of-way Required (Acres):									
Highway	0	0	374		374		404		428
Park-and-Ride Lots	0	18	18		18		18		18
Transitway[1]	0	0	170[1]		170[1]		170[1]		0
Total	0	18	562		562		592		446
Residential Displacements	0	0	64-127				64-128		127-385
Business Displacements	0	0	4-11				4-12		2-11
Number of Farmlands Affected	0	0	30				30		27
Farmlands Required (Acres)	0	6	133				143		106
Number of Public Parks Affected	0	0	11				12		13
Public Park Property Required (Acres)	0	0	37				44		48
Number of Historic Sites Affected	0	0	7				7		5
Historic Sites Affected (Acres)	0	0	37				44		48
Linear feet of Streams Impacted	0	0	14,185				16,331		13,407
100-Year Floodplains Required (Acres)	0	3	23				24		21
Wetlands Impacted (Acres)	0	0.5	10.7				11.6		10.7
Forests Impacted (Acres)	0	0	183				199		180
Hazardous Materials (Number of Properties Affected)	0	0	6	4	6	4	6	4	4
RTE Species Affected	0	0	0				0		0
Number of Air Quality Receptors with CO Violations	0	0	0				0		0
Number of Noise Monitoring/Modeling Locations Exceeding Abatement Criteria[2]	33		52[2]				51[2]		35
Consistent With Area Land Use Plans (Yes/No)	No	No	Yes				No		No

Note: 1. Transitway right-of-way impacts do not include a yard/shop facility.

2. Includes noise monitoring/modeling locations along the transitway alignment; includes transit horn noise impacts.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Express Toll Lanes and Their Proposed Use Within the I-270/US 15 Corridor

☐ **Montgomery County**
Tuesday, June 29, 2004
Dr. Martin Luther King, Jr.
Middle School
13737 Wisteria Drive
Germantown, MD 20874

☐ **Frederick County**
Wednesday, June 30, 2004
Ballenger Creek Middle School
5525 Ballenger Creek Pike
Frederick, MD 21703

PLEASE PRINT

NAME _____ **DATE** _____

ADDRESS _____

CITY _____ **STATE** _____ **ZIP**_____

I/We wish to comment or inquire about the following aspects of this project:

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

☐ **Please add my/our name(s) to the Mailing list.**

☐ **Please delete my/our name(s) to the Mailing list.**

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
Project Planning Division
Mail Stop C-301
P.O. Box 717
Baltimore, MD 21203

TO: